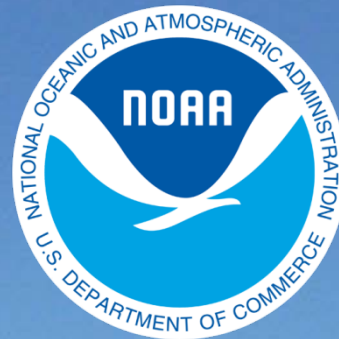


BookletChart™

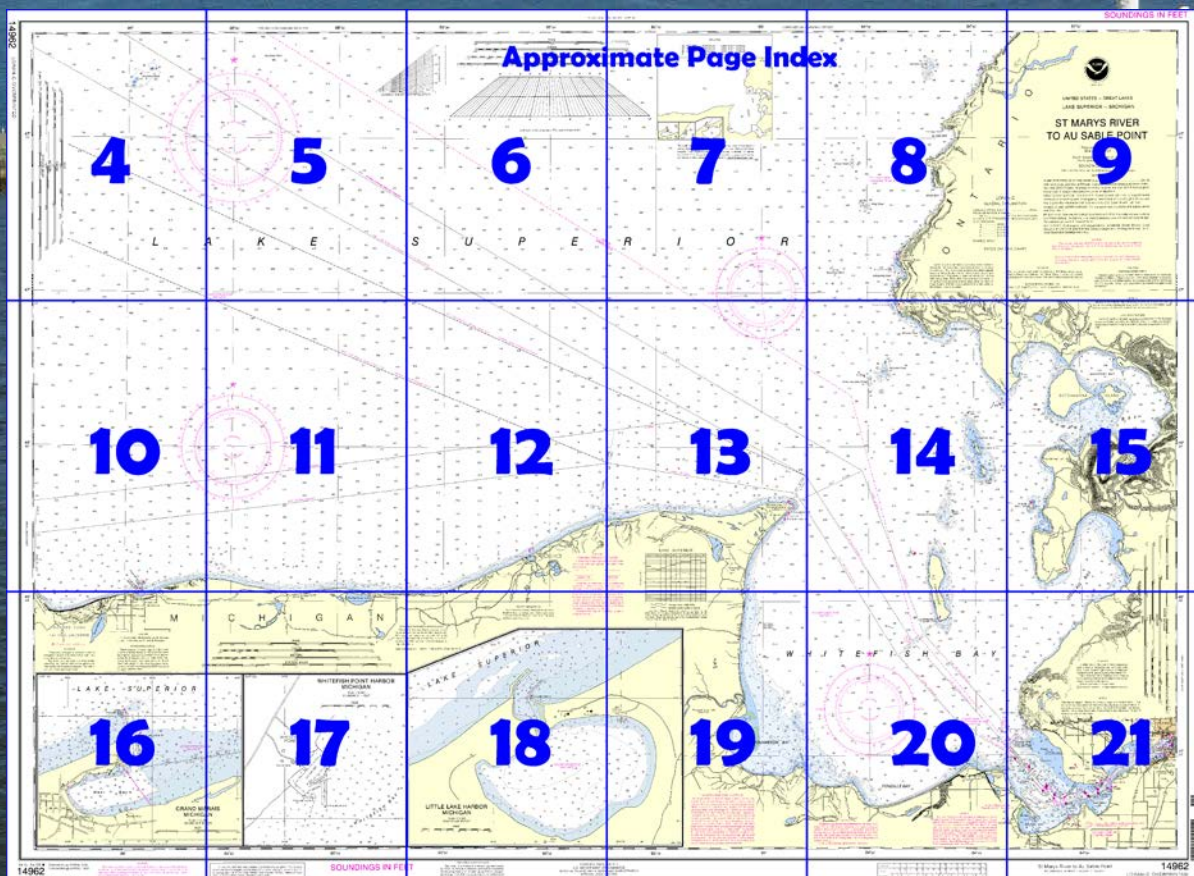
St. Marys River to Au Sable Point NOAA Chart 14962



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



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888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14962>.



(Selected Excerpts from Coast Pilot)

From the St. Marys Falls and Sault Ste. Marie Canals, the upper part of St. Marys River leads southwest around Pointe aux Pins, thence northwest to its head in the deep water of Whitefish Bay. The dredged channels through this part of the river are well marked by buoys and ranges.

Vidal Shoals are in the upper approaches to the United States and Canadian canals.

Vidal Shoals Channel, the approach to St. Marys Falls Canal, with a depth of 28 feet,

leads east-northeast from **Big Point** for 2.2 miles to the canal entrance. The channel is marked by **076° Vidal Shoals Channel Range**.

Pointe aux Pins Course, with a depth of 28 feet, extends from Big Point southwest for 2.5 miles to the turn between **Brush Point, MI**, and **Pointe aux Pins, ON**, (46°28.5'N., 84°27.9'W.). The channel is marked at the upper end by a **233°** lighted range.

Whitefish Bay is a large deep bay in the SE corner of Lake Superior in the approach to the head of St. Marys River. **Point Iroquois** (46°29.0'N., 84°38.0'W.) is on the southeast side of the bay on the west side of the entrance to St. Marys River. **Nodoway Point** is 2.2 miles west of Point Iroquois. **Mission Hill** is a prominent 400-foot hill between the points. A rocky ledge, marked on the northeast side by a buoy, extends about 2 miles north from Nodoway Point.

From Nodoway Point, the south shore of Whitefish Bay extends 7.5 miles southwest to the mouth of **Pendills Creek**, thence northwest for 2.7 miles to **Salt Point**. **Pendills Bay** is the bight formed between the points. Shoals extend about 0.4 mile offshore in the east part of the bay and increase to 1 mile offshore northwest of Pendills Creek.

From Salt Point W for 3.8 miles to Naomikong Point, shoals extend 2 miles from shore, and thence the shoal limit extends northwest across the mouth of Tahquamenon Bay. **Naomikong Point**, and **Menekaunee Point** close W, form the S entrance point of **Tahquamenon Bay**, the southwest part of Whitefish Bay. A rocky ledge extends 1 mile North from Naomikong Point and a 6-foot spot is 0.5 mile east of the point. A rocky ledge with a depth of 4 feet is 2.8 miles north of Naomikong Point.

Tahquamenon River flows into the west side of Whitefish Bay just north of the north entrance point to Tahquamenon Bay. A shoal which bares extends from the mouth of the river south for about 3.5 miles into Tahquamenon Bay. The entrance to the river is shoal and should be approached with care. The river is navigable by small boats for about 16 miles. In 1963, the least depth in this stretch was 3 feet. A launching ramp is on the south side of the river mouth. Fuel is available nearby. From the Tahquamenon River north for 15.5 miles to Whitefish Point, the shoal border decreases in width from 2.7 miles to about 0.2 mile. Ruins of two abandoned docks extend offshore at the mouth of **Shell Drake River**, 8.5 miles north of Tahquamenon River.

Whitefish Point Harbor, entirely artificial, is on the northwest side of Whitefish Bay about 1 mile southwest of the tip of Whitefish Point. The harbor, protected by breakwaters on the north, south, and east sides, serves as a harbor of refuge for shallow-draft vessels.

Grand Marais, MI is a village and small-craft harbor in **West Bay**, 29 miles west of Little Lake Harbor. It is an important harbor of refuge, being the only harbor of any kind along the dangerous 65-mile stretch of shore between Little Lake and Grand Island. The bay is separated from Lake Superior at the west end by a low sand ridge and at the E end by a shallow sandspit. The natural entrance to the bay, across the spit, has been closed by a pile dike. The dike is reinforced with riprap, but in 1981, it was in ruins and was not visible above the water. Numerous submerged piles at the dike are a hazard to any craft.

Grand Marais Harbor of Refuge Outer Light (46°41'02"N., 85°58'18"W.), 40 feet above the water, is shown from a skeleton tower, upper part enclosed, on the outer end of the west pier; a seasonal sound signal is at the light.

Anchorage.—West Bay has good anchorage in depths of 18 to 40 feet, sand bottom. Sand moving in through breaks in the dike has caused shoaling in the E end of the harbor, so anchorage in the W end is advised.

Grand Marais Coast Guard Station, operated on weekends during the boating season, is on the west side of the entrance channel.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland	Commander	
	9th CG District	(216) 902-6117
	Cleveland, OH	

Table of Selected Chart Notes

Pump-out facilities

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.052' northward and 0.276' westward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.



Vessel Traffic calling-in point with numbers; arrow indicates direction of movement.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.
Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sault Ste Marie, MI KIG-74 162.55 MHz (Channel WX-1)

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the St. Marys River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U. S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged, or may be required as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U. S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vscncozone.html.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U. S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to the Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....601.1ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, U. S. Coast Guard and Canadian authorities.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

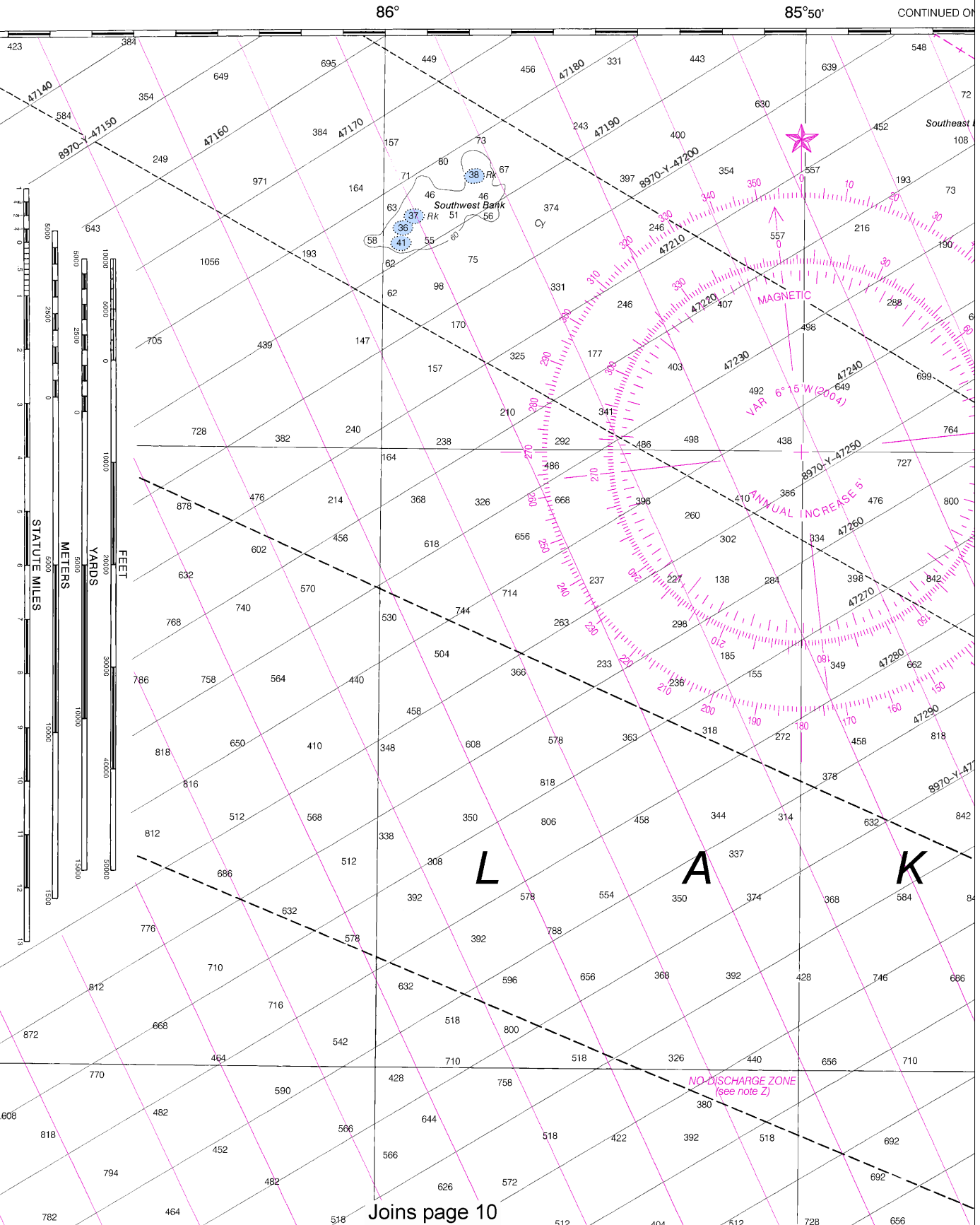
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

14962

LORAN-C OVERPRINTED

47° 10'

47°



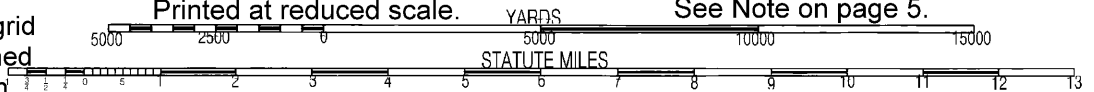
Joins page 10

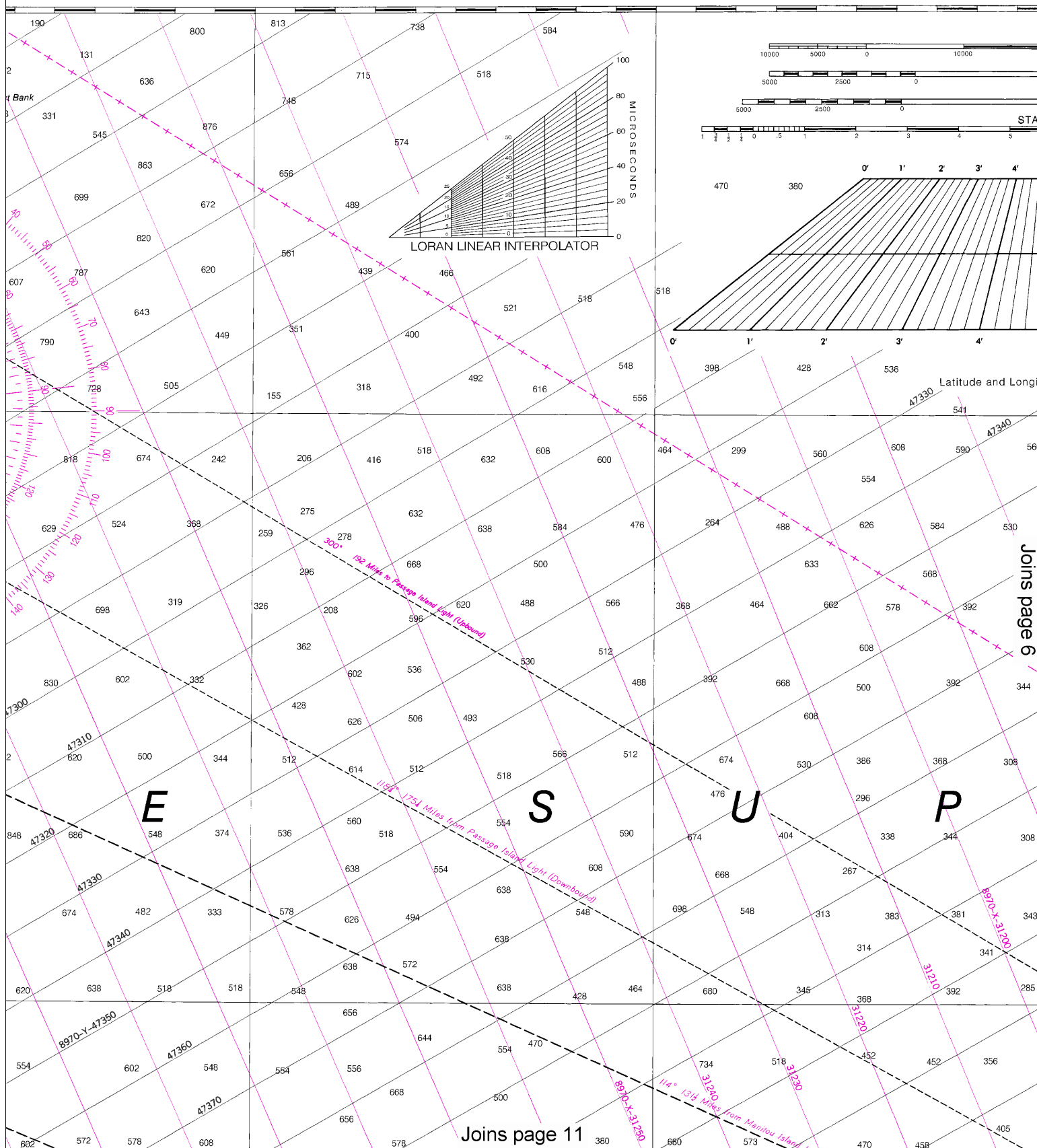
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Note: Chart grid lines are aligned with true north.

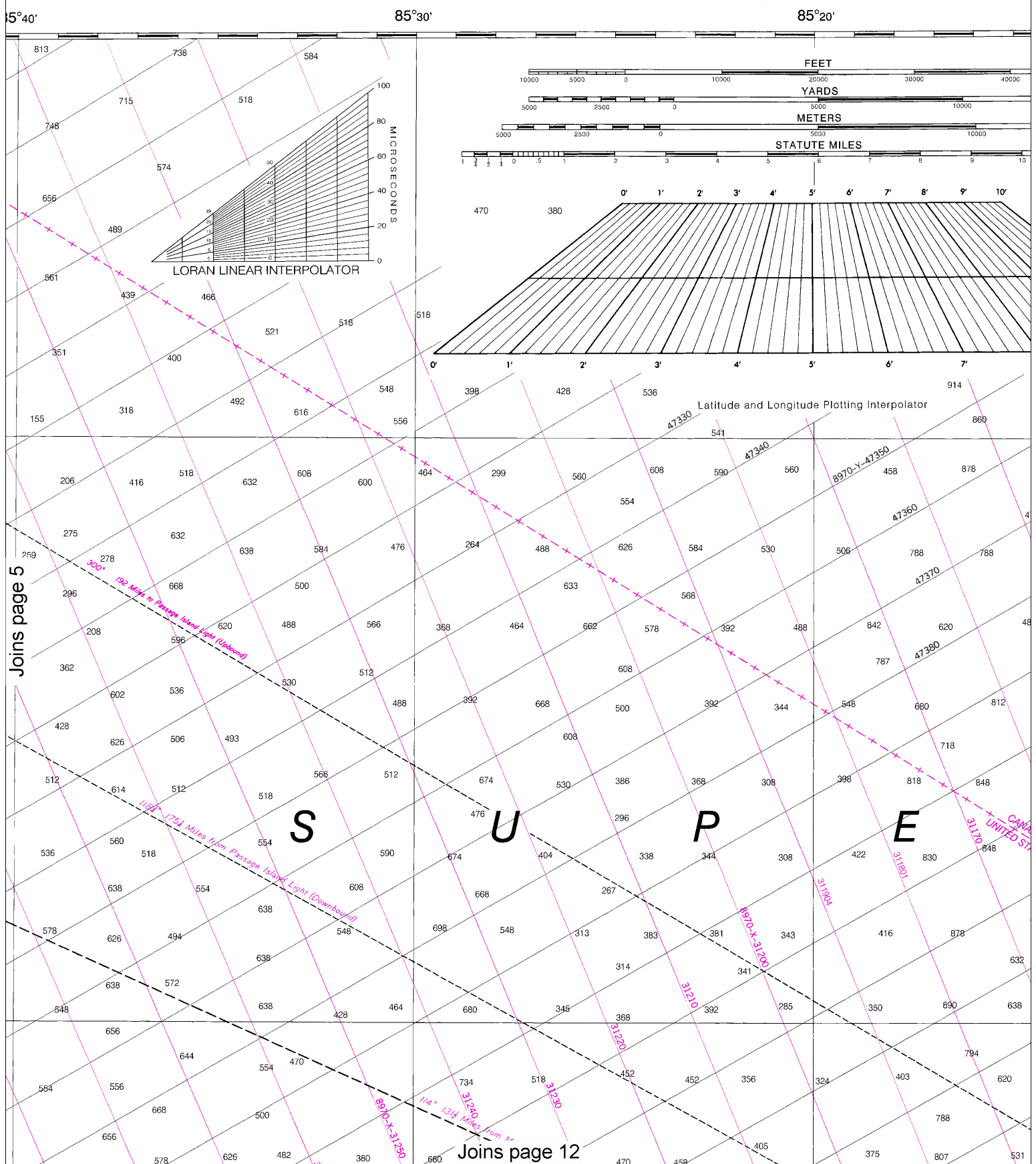
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See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:160000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

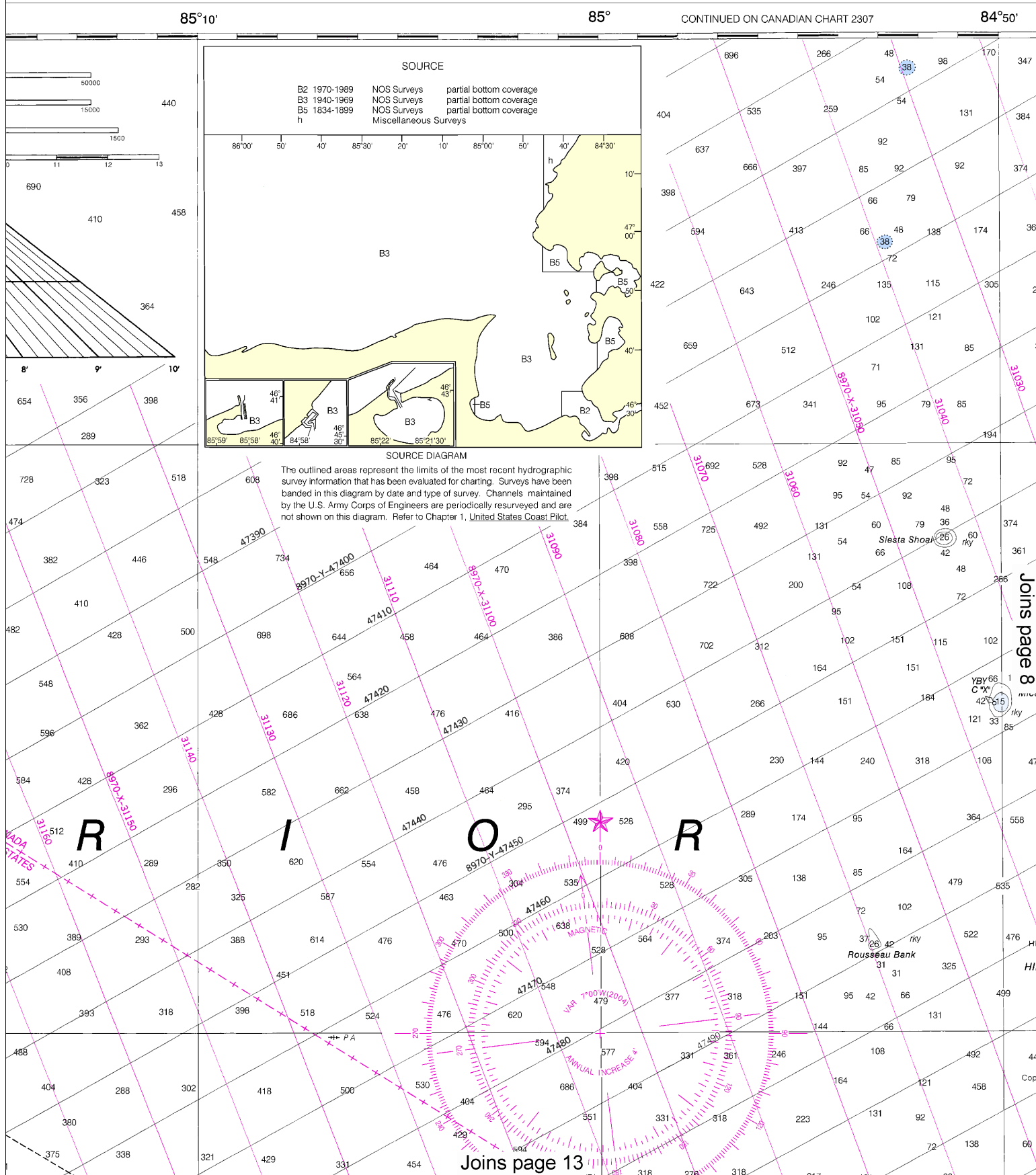
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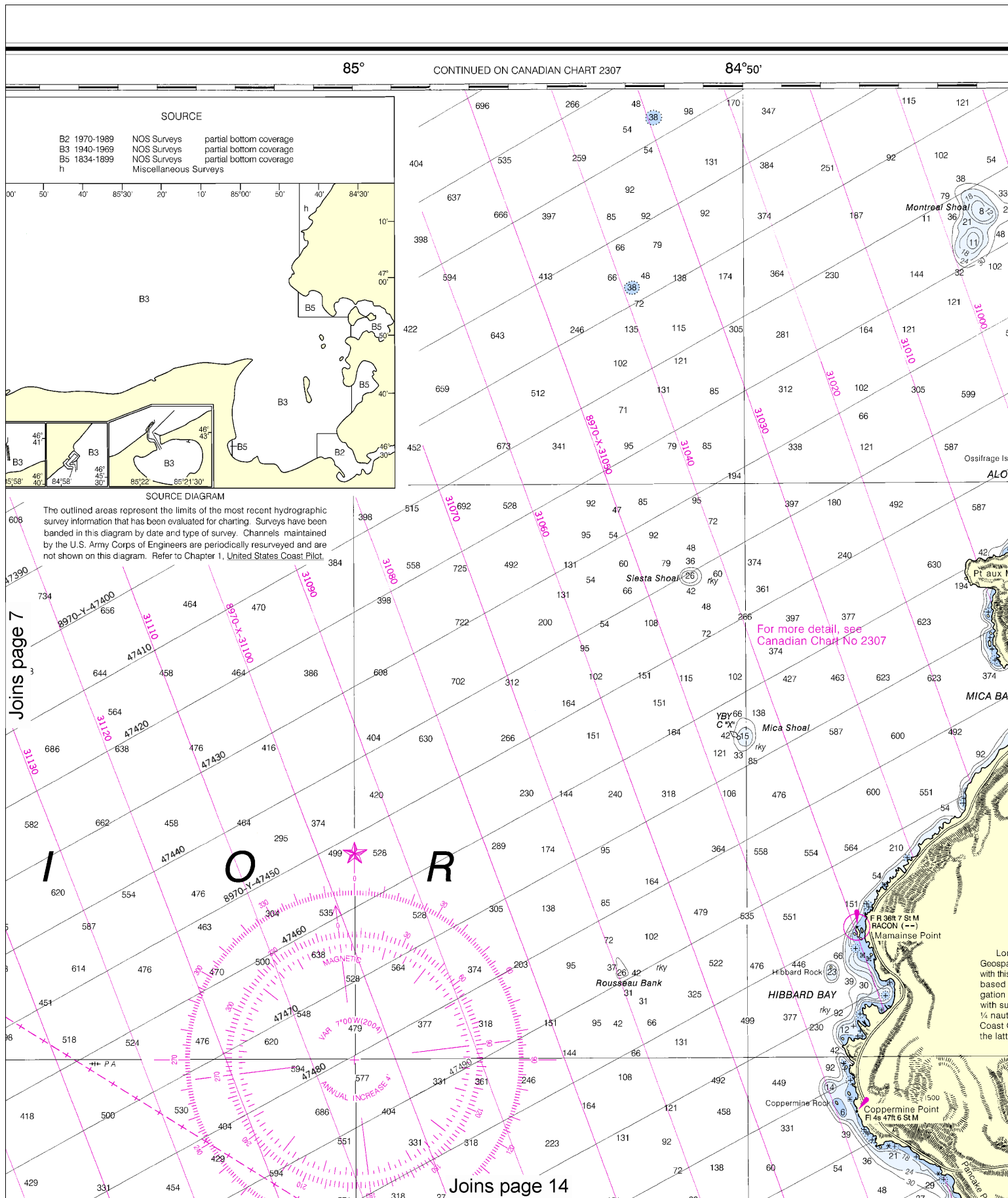
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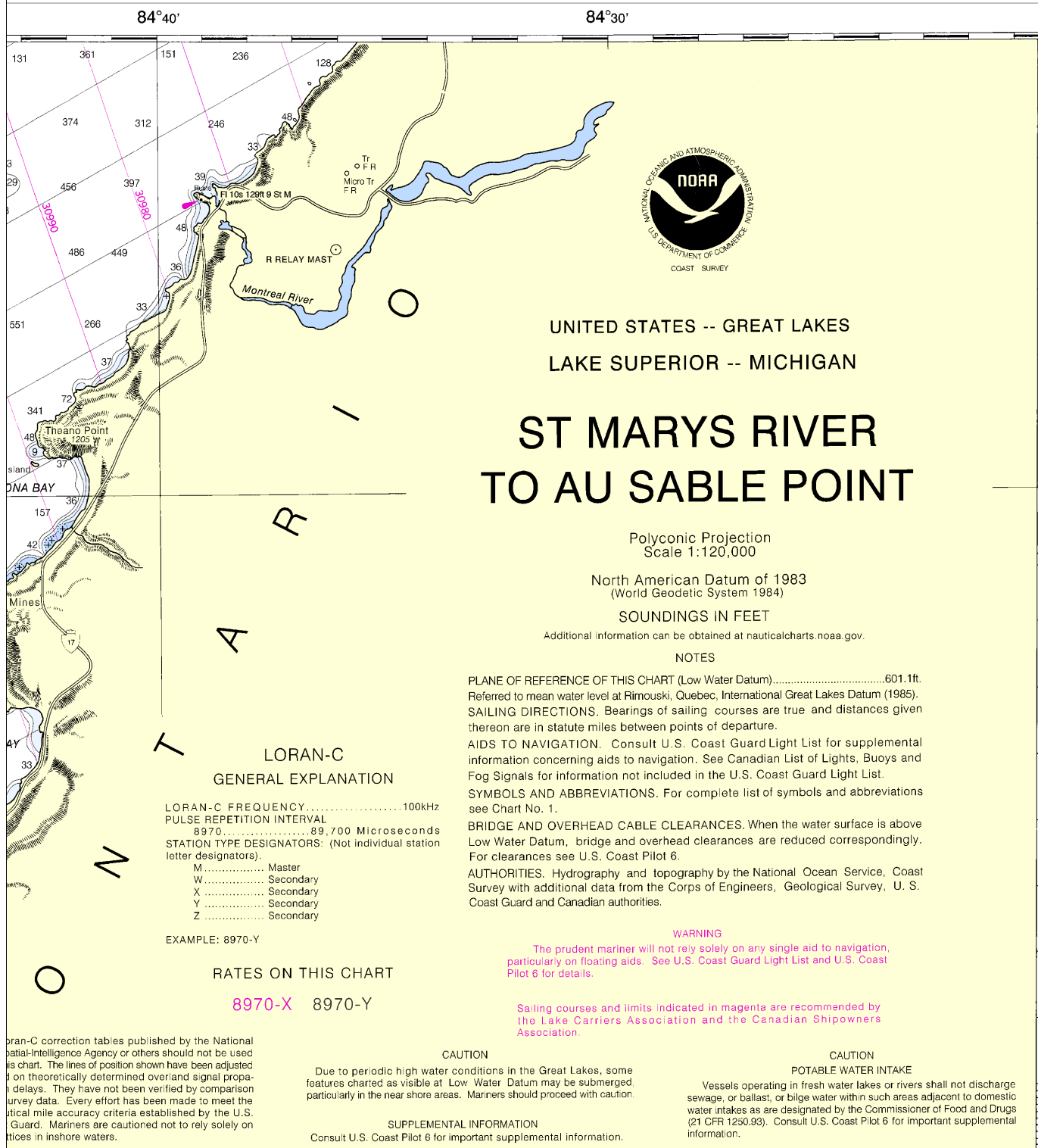
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See Note on page 5.

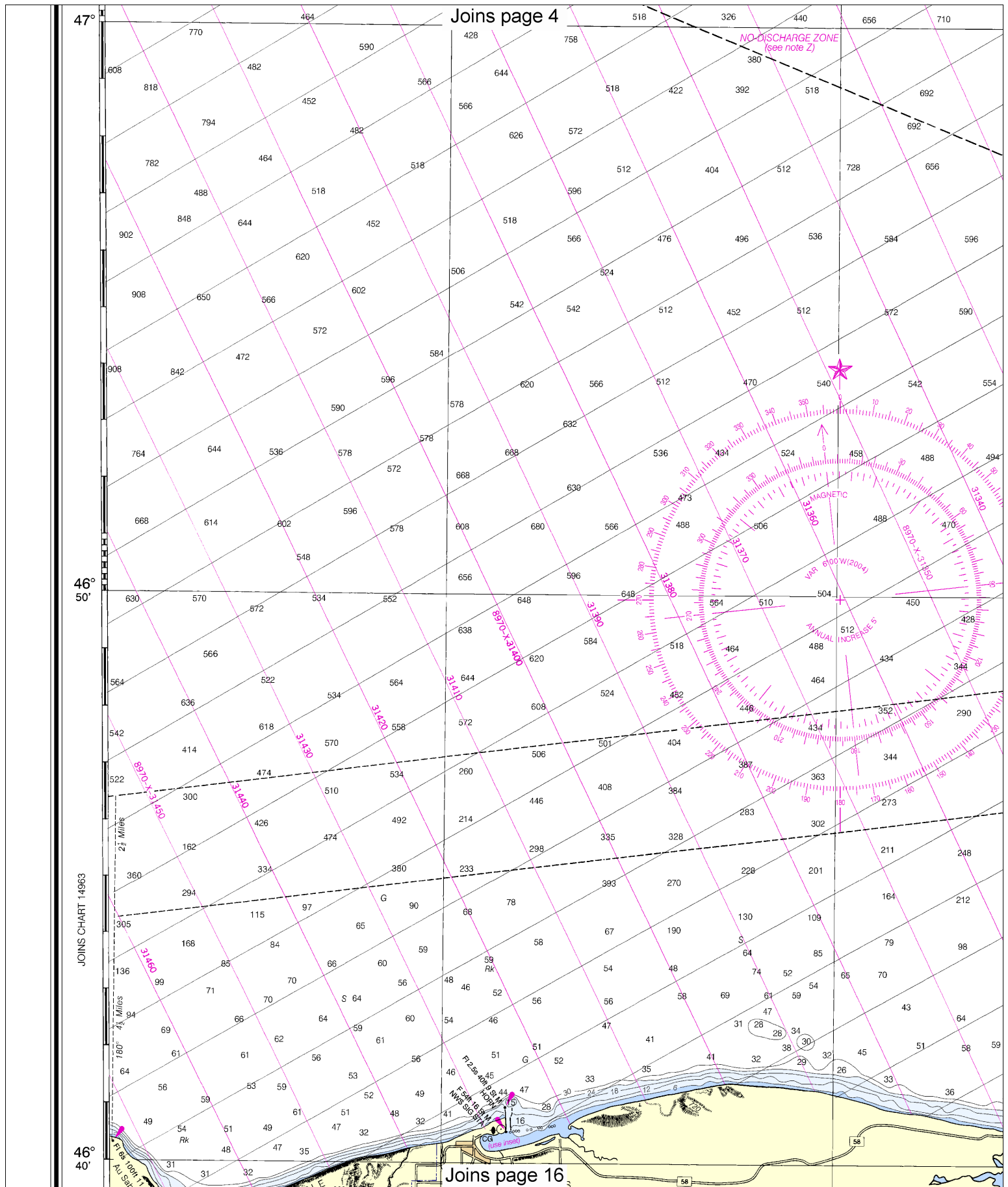


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.





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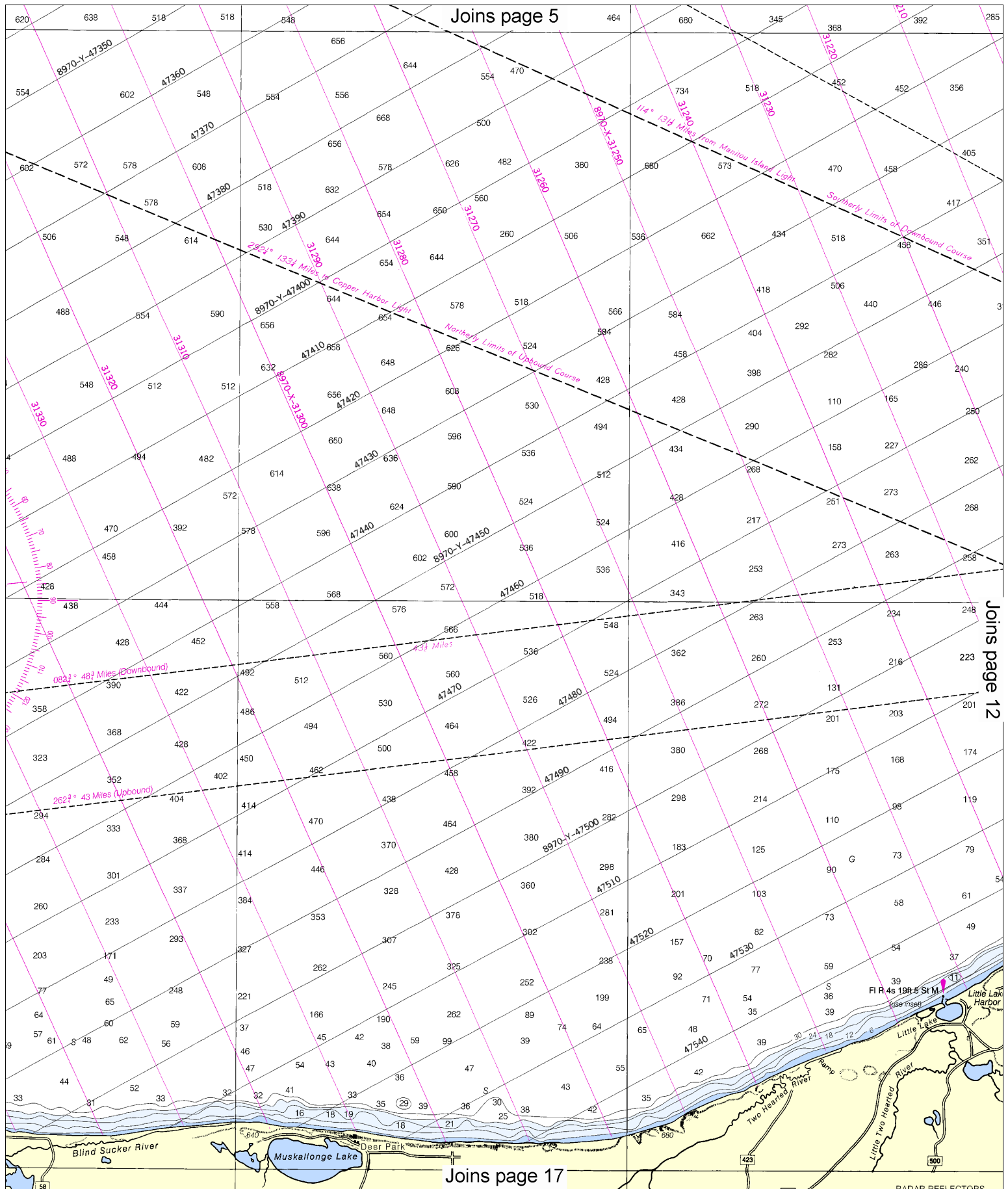
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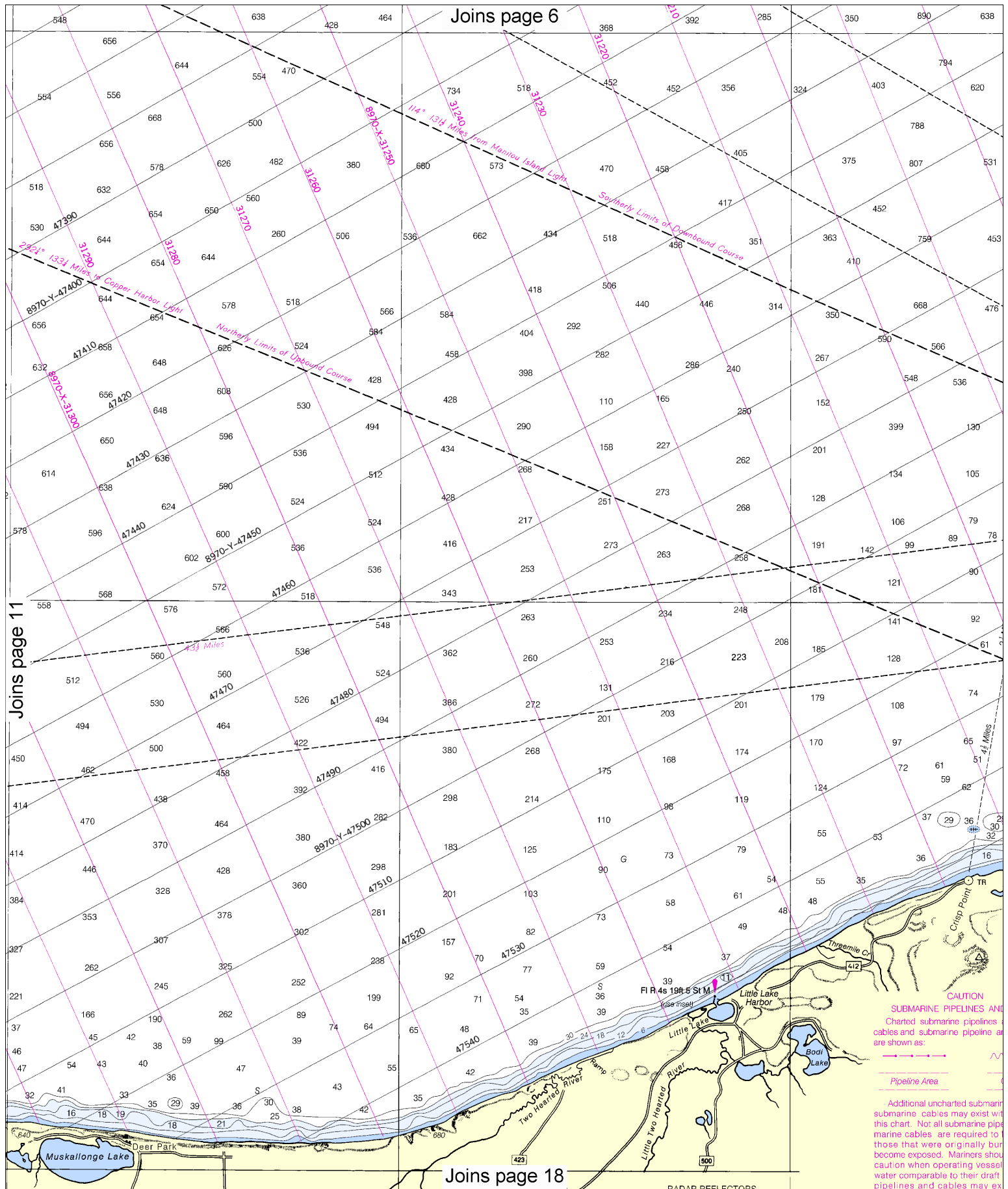
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YARDS

STATUTE MILES

See Note on page 5.





12

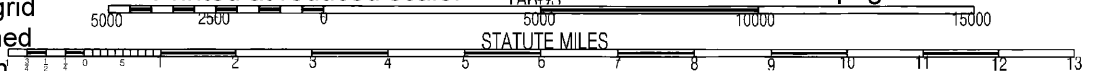
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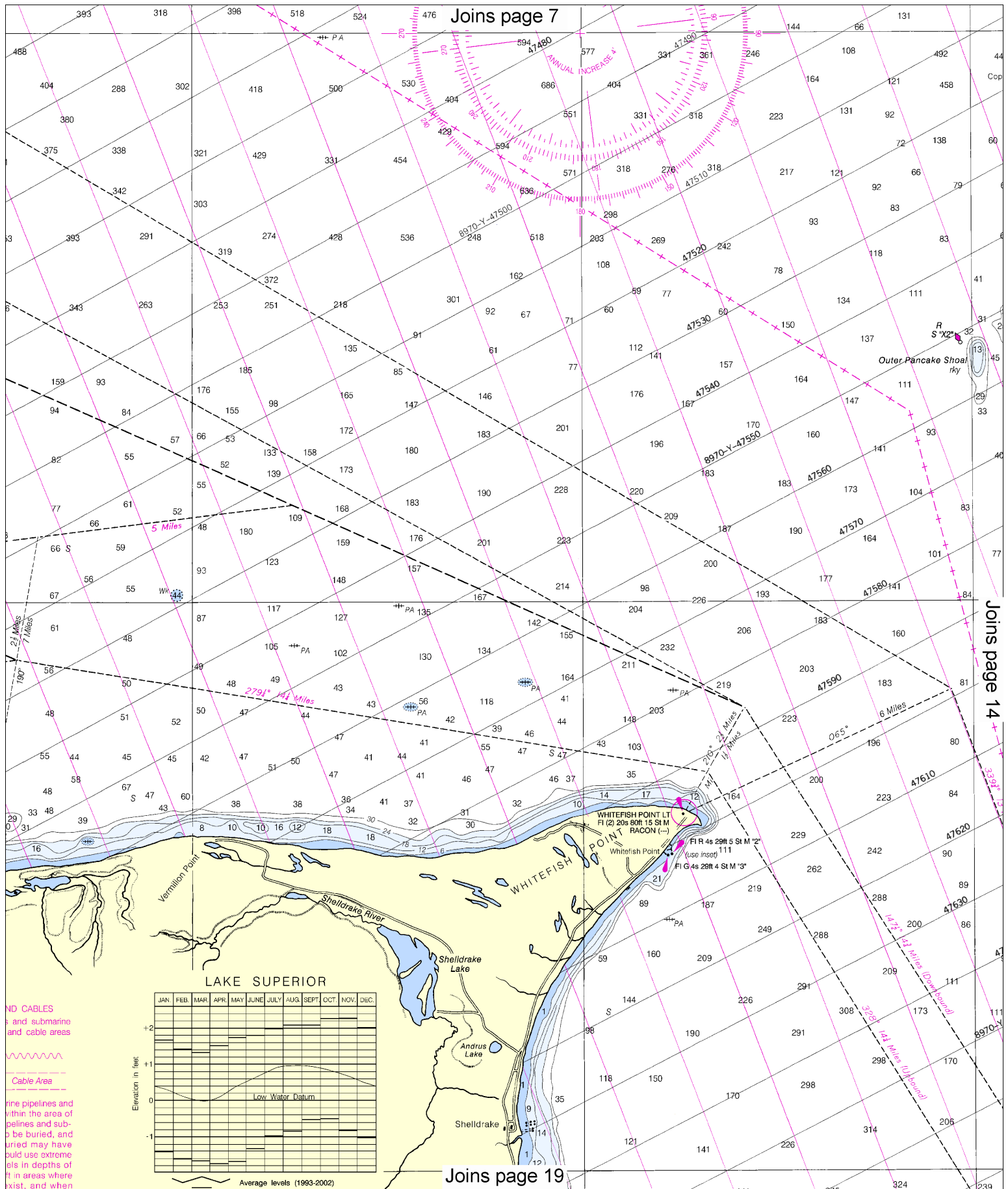
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YARDS

See Note on page 5.

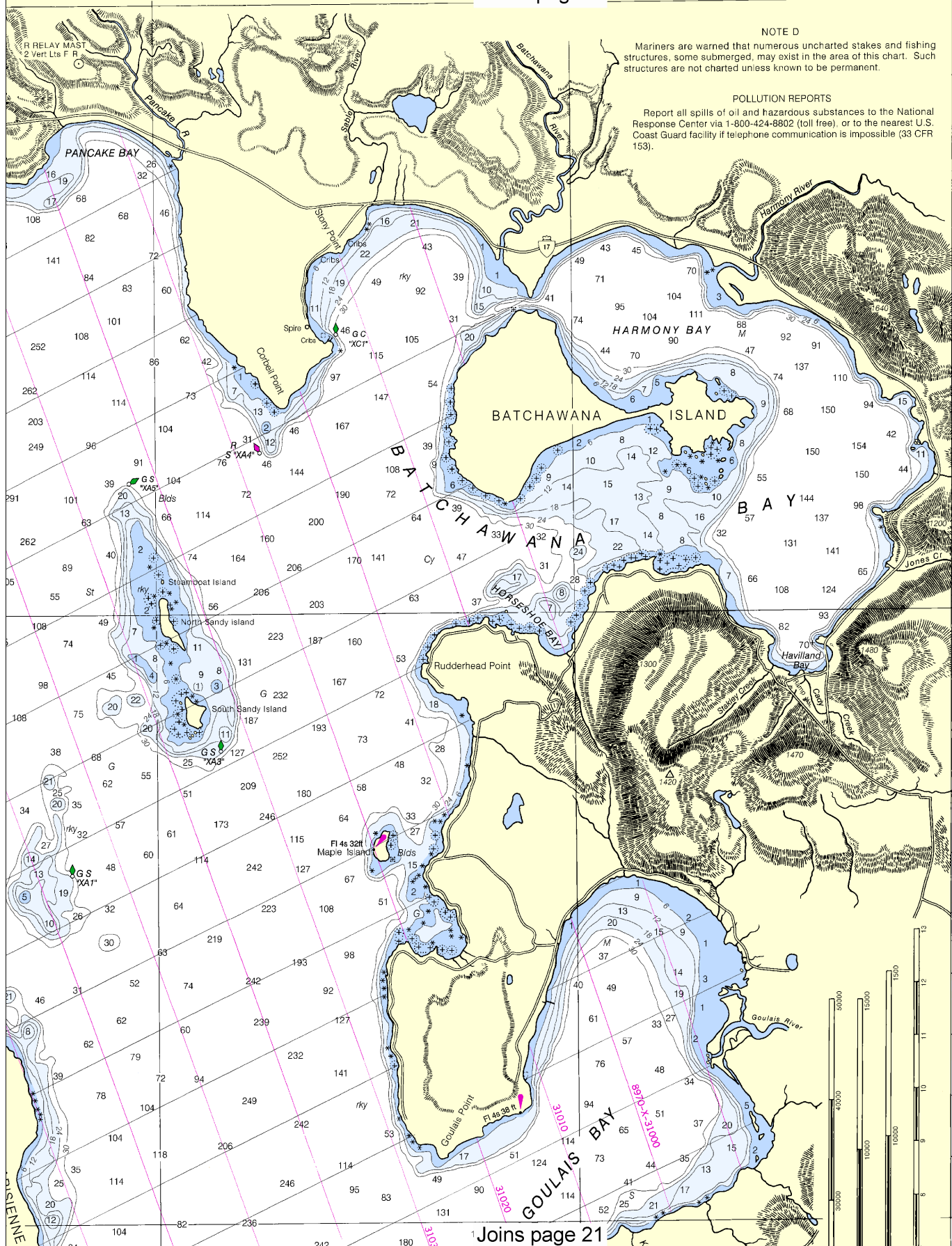
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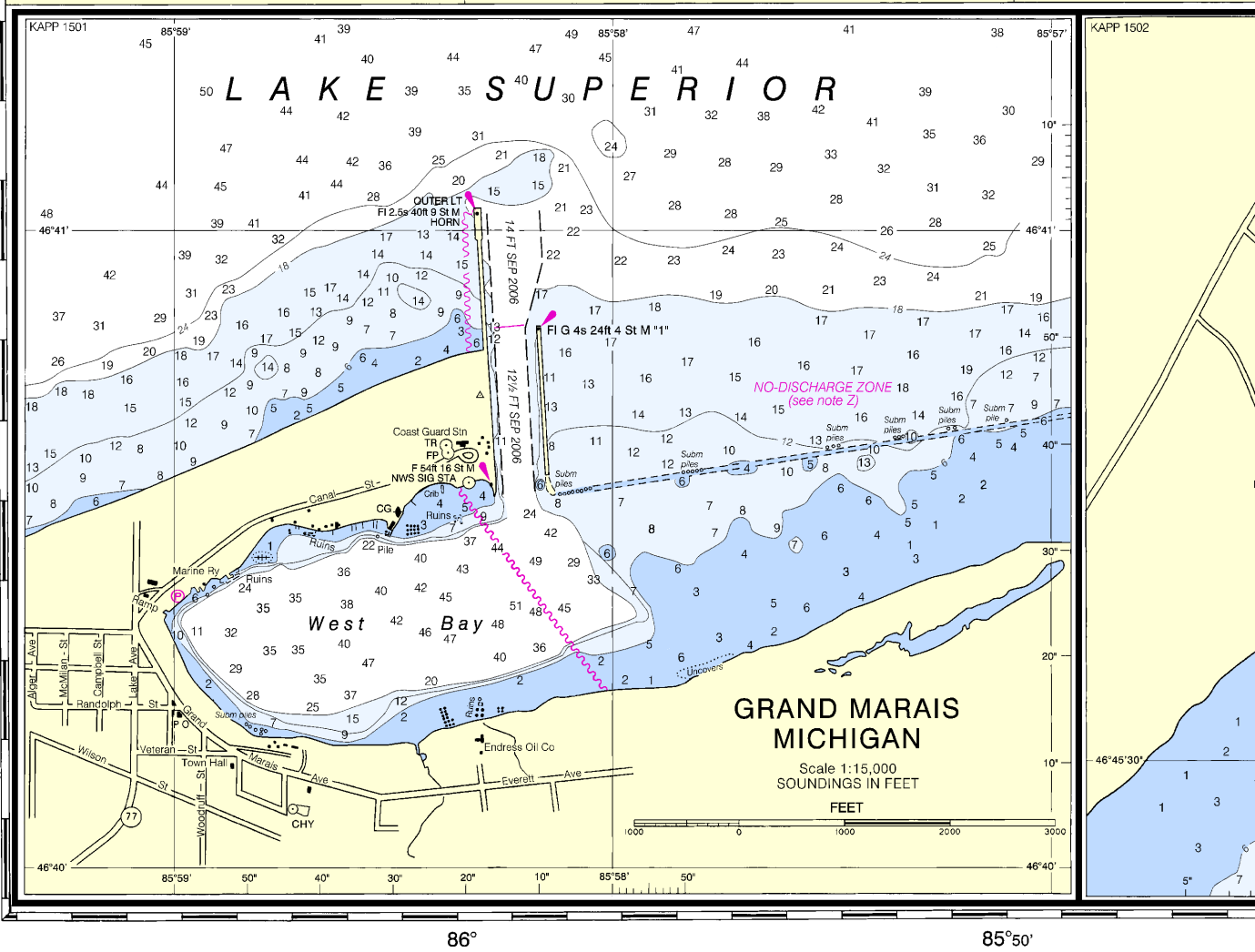
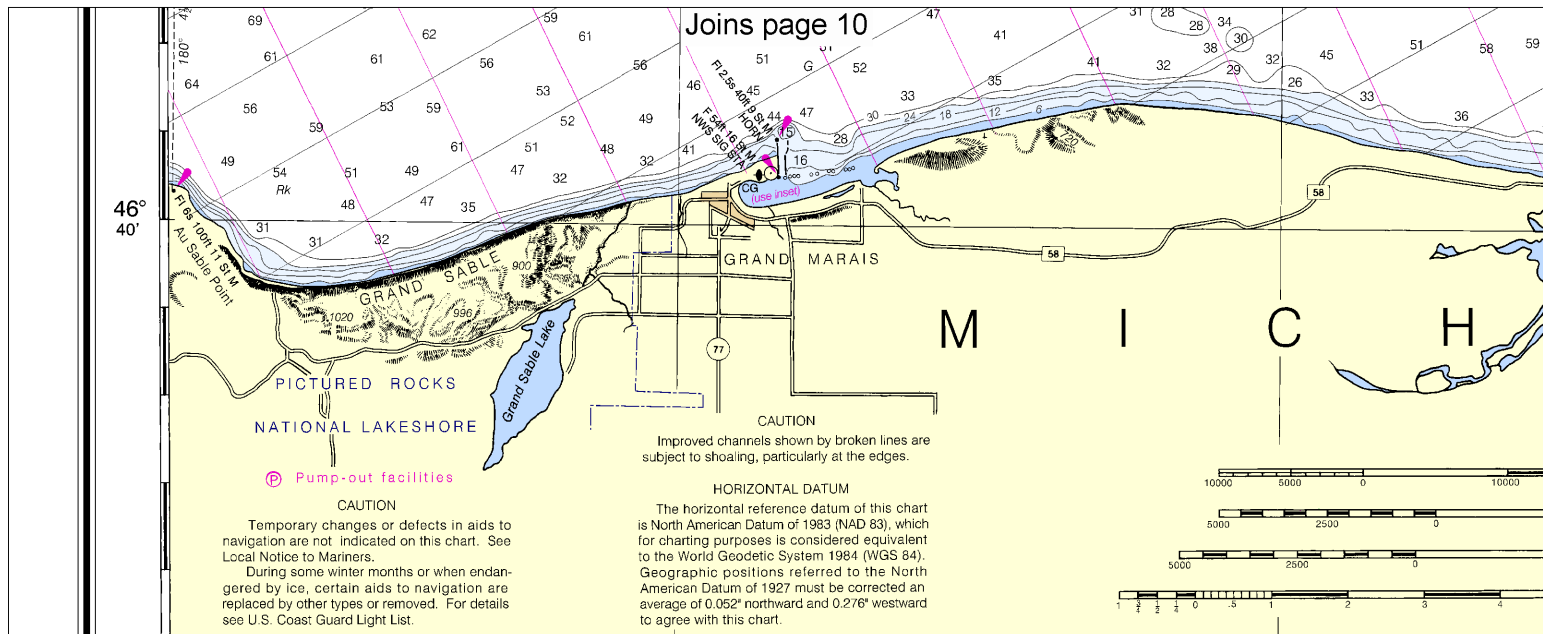




¹ Joins page 21

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).





20th Ed., Feb./04 ■ Corrected through NM Feb. 14/04
Corrected through LNM Dec. 16/03

14962
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CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, add improving this chart to the Chief, Marine Chart Division (N. Service, NOAA, Silver Spring, Maryland 20910-3282).

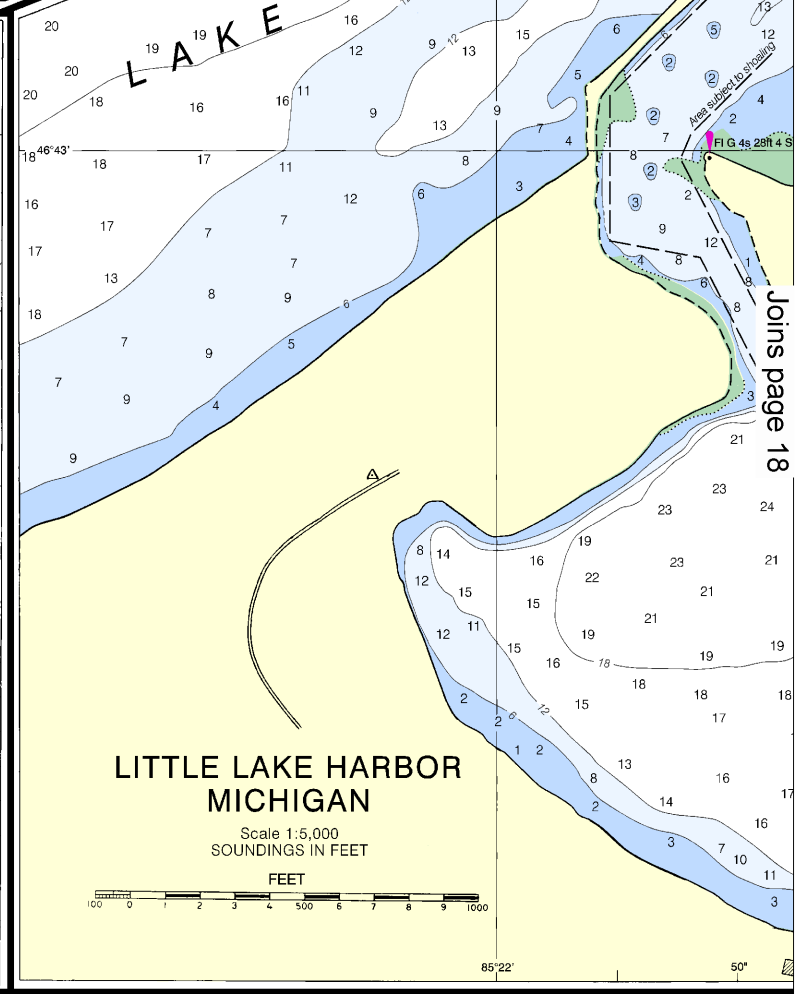
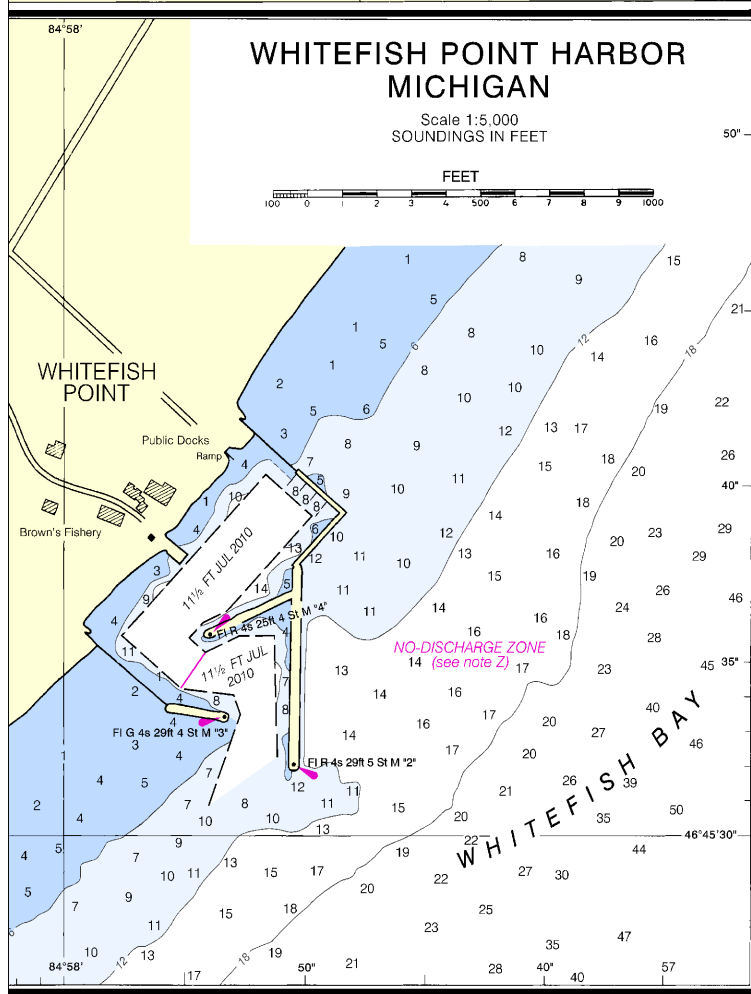
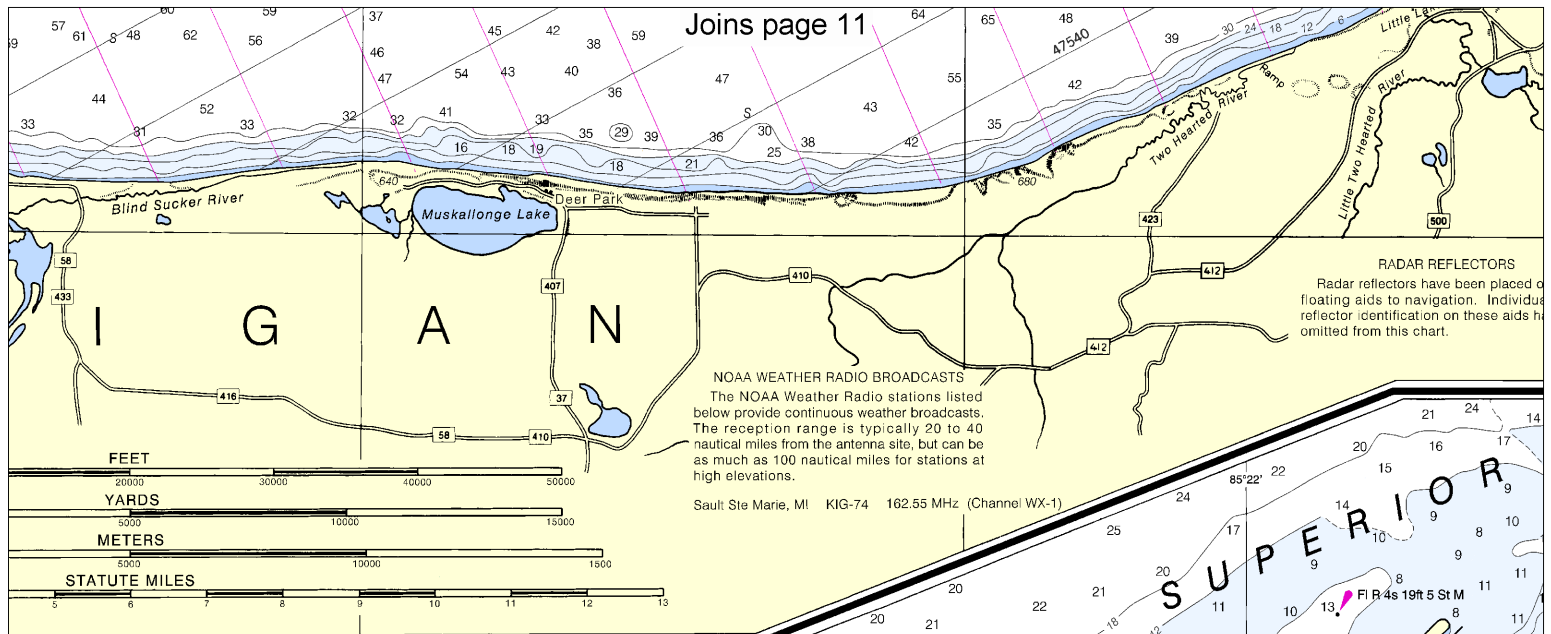
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

See Note on page 5.



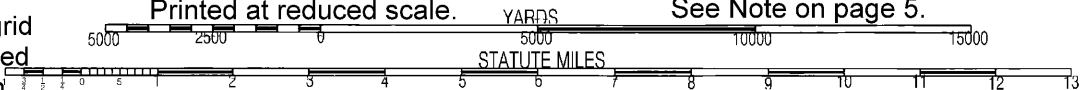
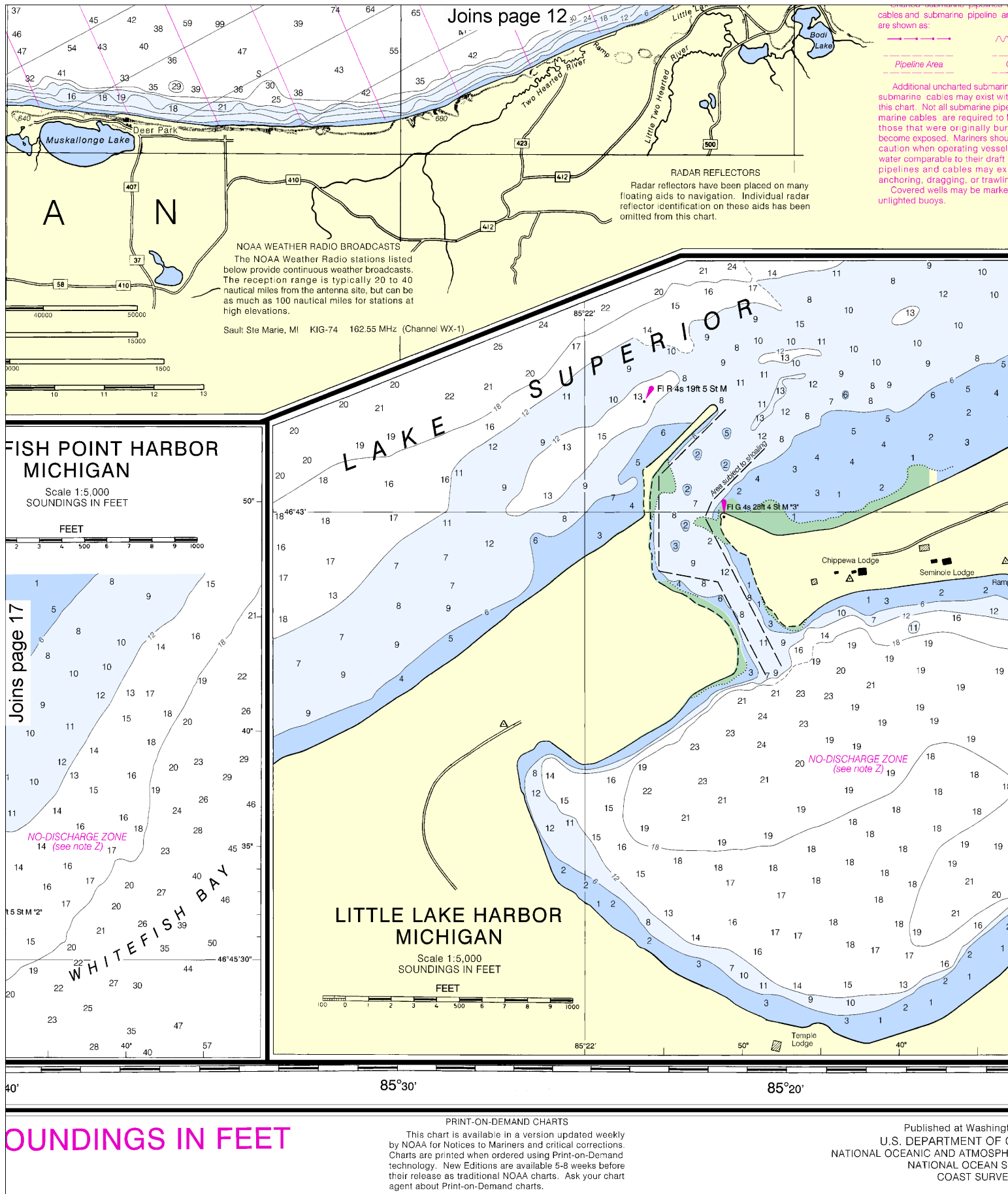


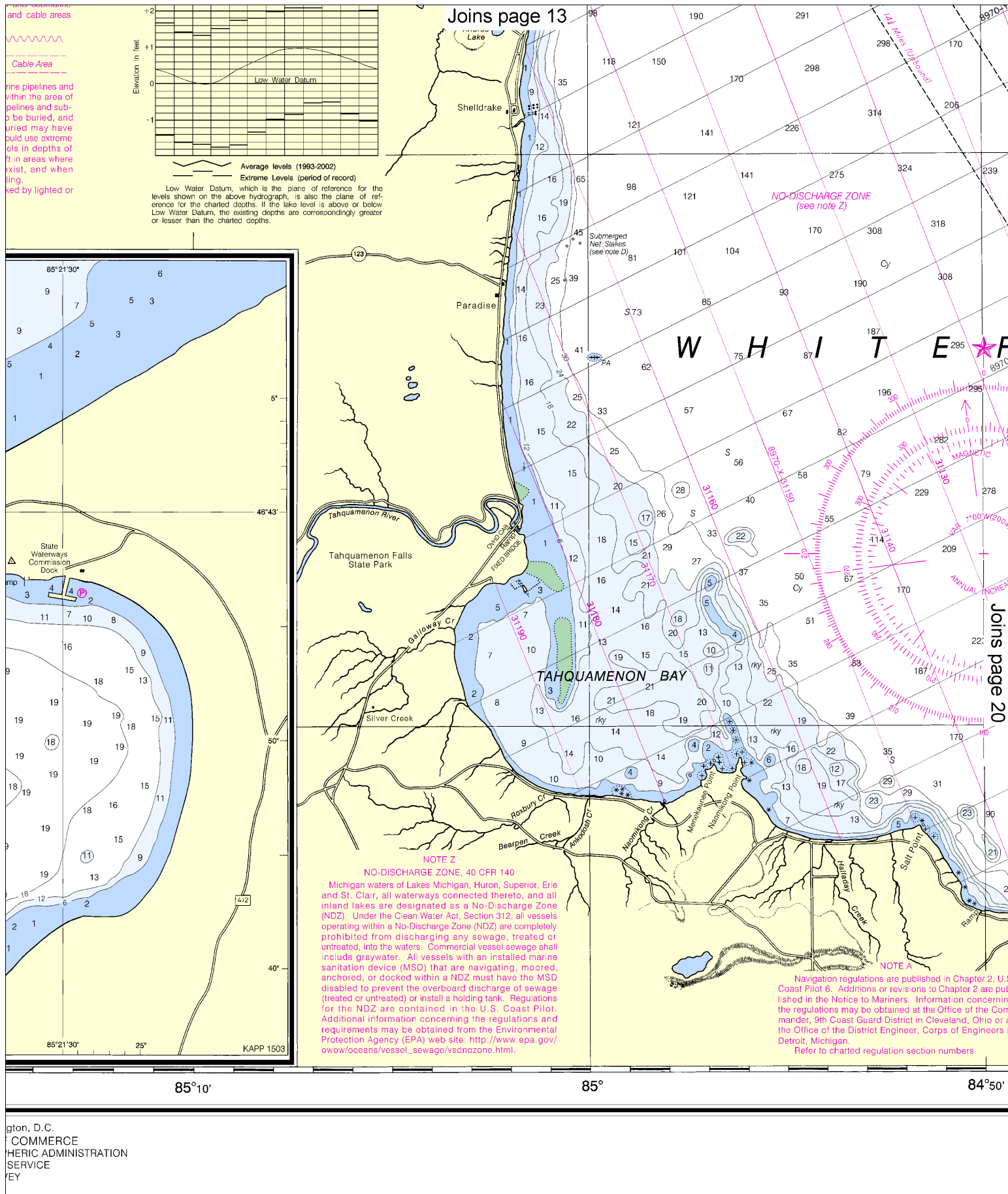
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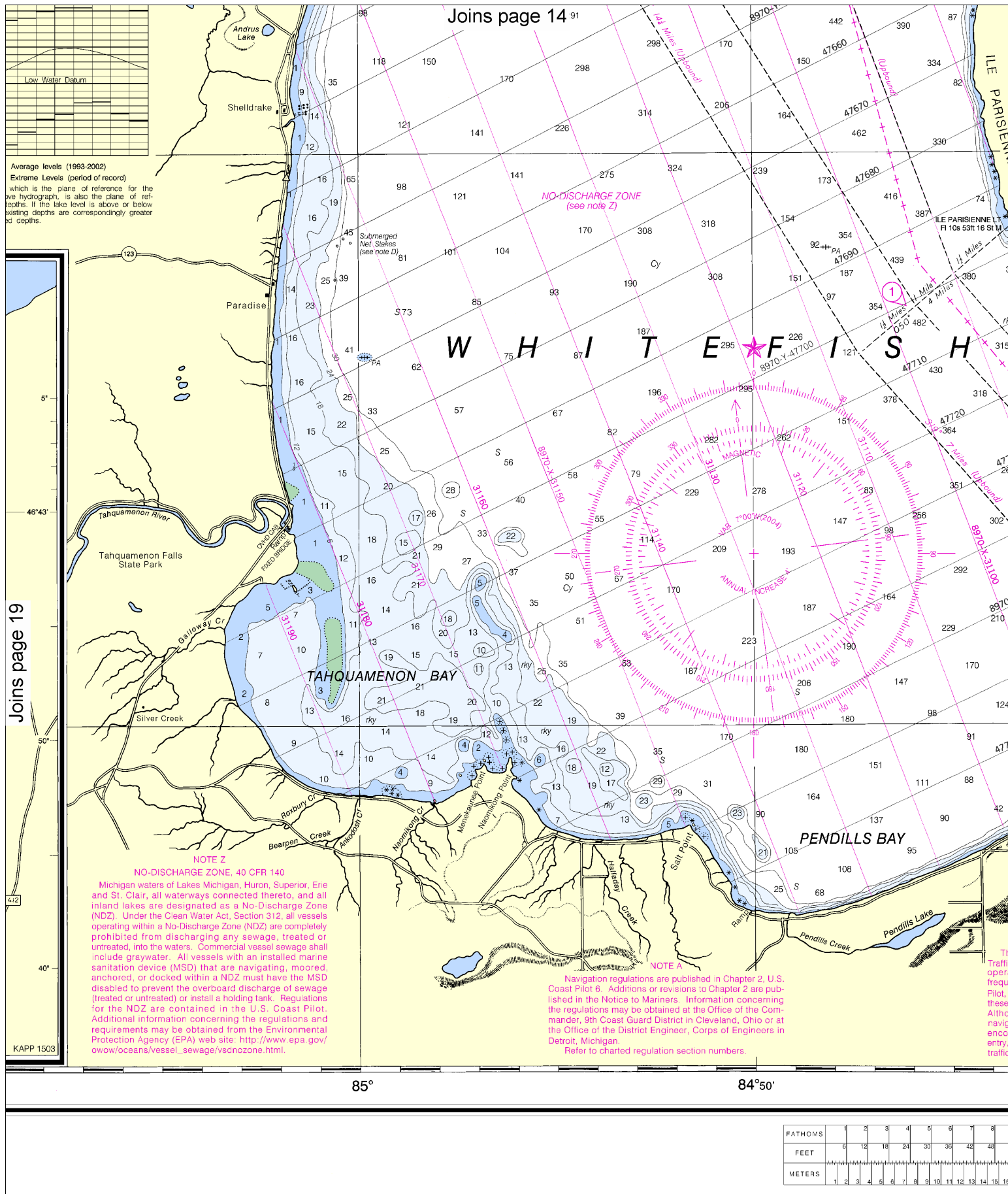
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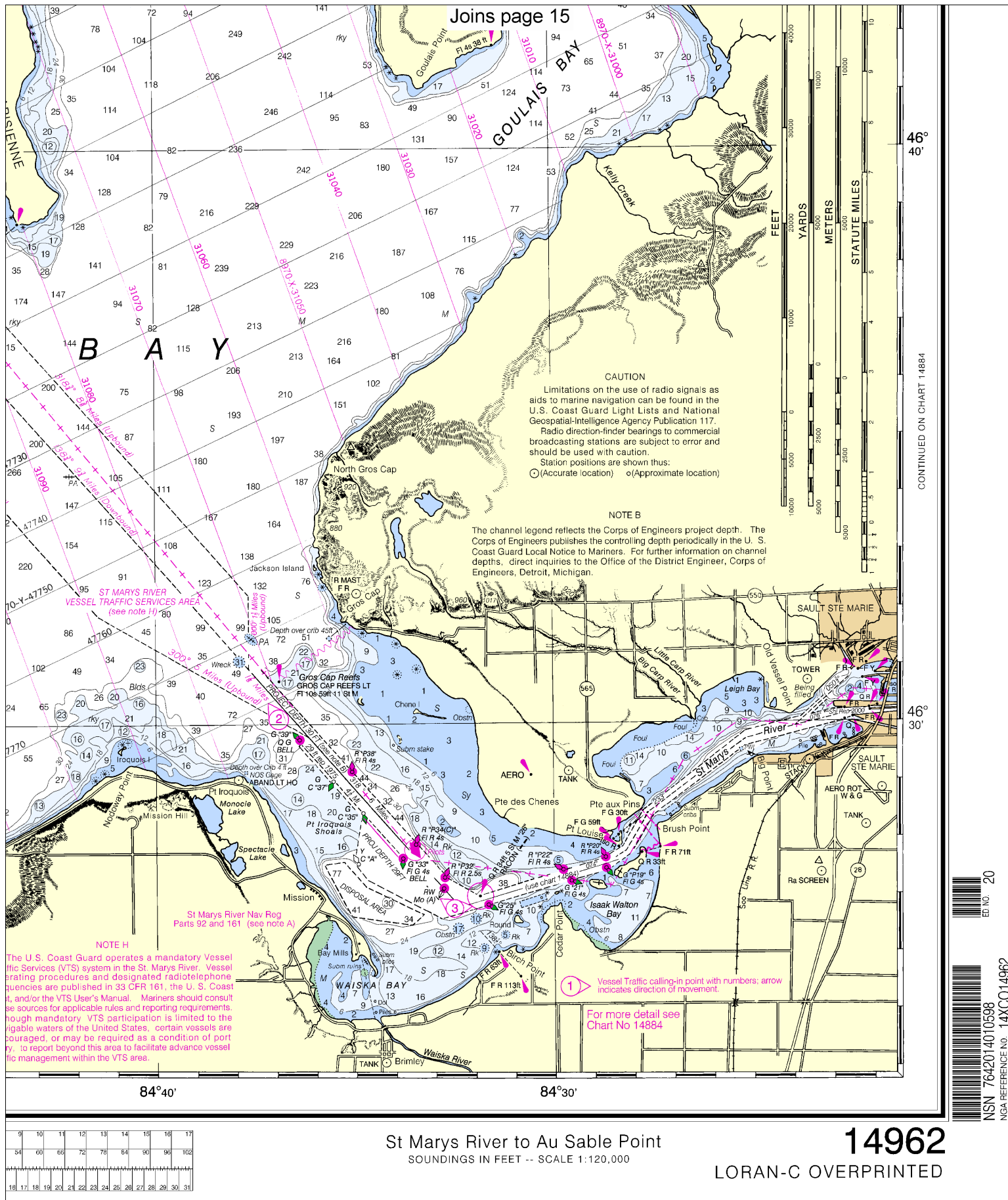
SOUNDINGS IN FEET

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GOULAIS BAY

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U. S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to the Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the St. Marys River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U. S. Coast Guard, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged, or may be required as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

St Marys River Nav Reg
Parts 92 and 161 (see note A)

1 Vessel Traffic calling-in point with numbers; arrow indicates direction of movement.

For more detail see
Chart No 14884

CONTINUED ON CHART 14884

St Marys River to Au Sable Point
SOUNDINGS IN FEET -- SCALE 1:120,000

14962
LORAN-C OVERPRINTED

ED NO. 20

NSN 7642014010598
NGA REFERENCE NO. 14XCO14962

21



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker